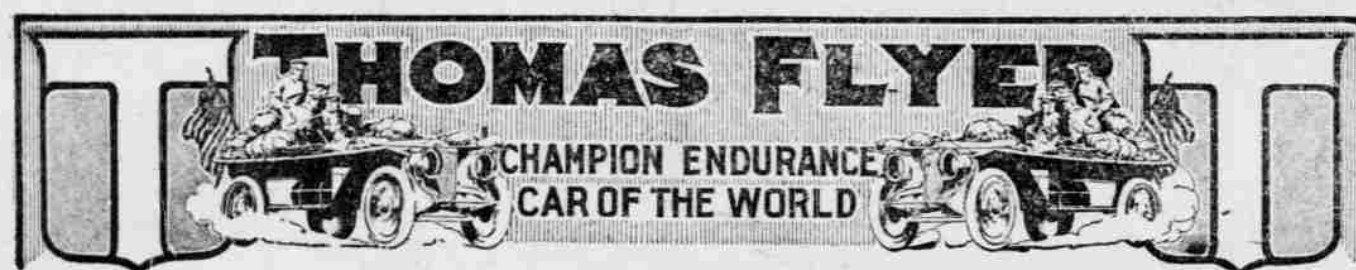


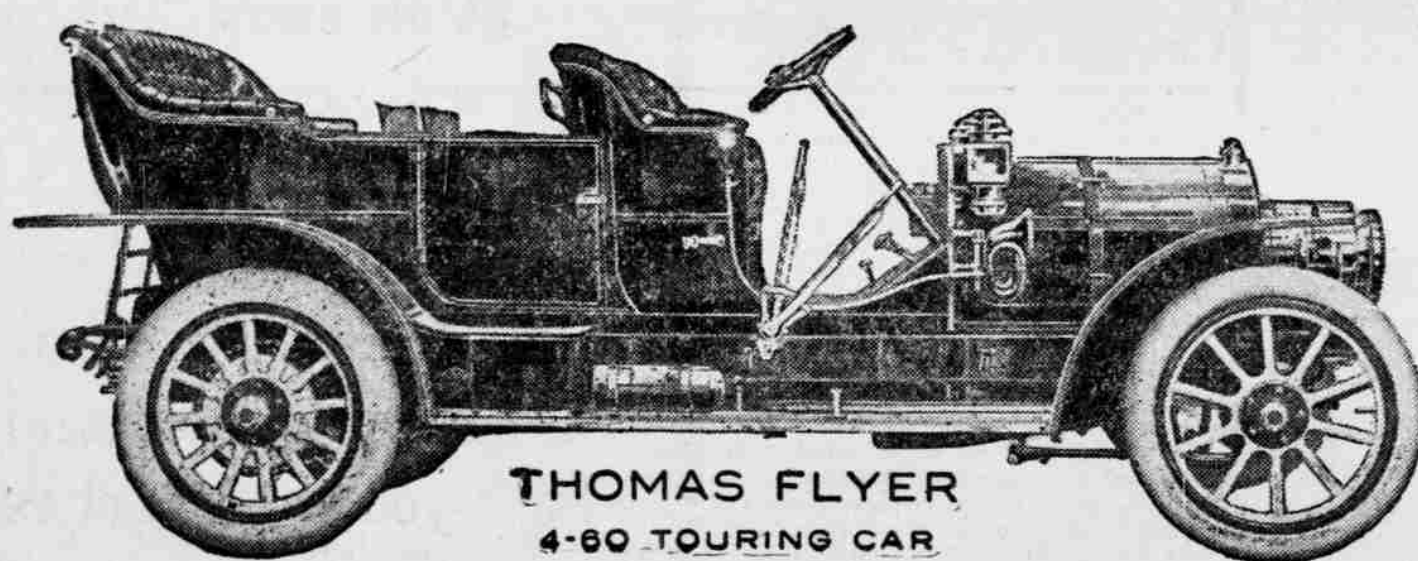
THE ACME OF PERFECTION

IN

AUTOMOBILE CONSTRUCTION



Below is shown a picture of the world famous THOMAS FLYER, the car that outclassed all competitors in the race from New York to Paris.



The Record of the Thomas Flyer

IT IS IMPORTANT TO NOTE THAT THE CAR THAT HAS JUST MADE THE RUN FROM NEW YORK TO SEATTLE IS THE SAME ONE THAT WON THE RACE FROM NEW YORK TO PARIS. THE ALMOST IMPASSABLE ROADS IN THE ROCKY MOUNTAINS AND THE GRADES ENCOUNTERED MADE THE JOURNEY A CLOSE SECOND TO THE FIRST FEAT, WHICH ADDED TO THE LAURELS OF THE AMERICAN CAR AND WHICH BROUGHT FAME TO THE BUILDERS OF THE THOMAS FLYER, ONE OF THE GREATEST AUTOMOBILES.

22,000 Miles (approximate distance) from New York to Paris. Elapsed time, 170 days. Total running time, 88 days. Daily average, 152 miles per day.

13,341 Miles on land under its own power, and about 8,659 miles by water; traveling 2,385 more on land and about 3,246 miles on water, a total of 5,031 miles more than its nearest competitor. THE ONLY CAR THAT WENT THE OFFICIAL ROUTE.

3,836 Miles traveled from New York to San Francisco, at the very worst season of the year; the temperature frequently below zero; the roads covered with the deepest snows for years or through the gumbo mud of the West, in addition to climbing snow-packed mountains, fording streams or traversing sandy deserts. Time, 42 days; Zust, 53 days; DeDion, 56 days. The Protos, unable to proceed under its own power, shipped from Pocatello, Idaho, to Seattle, avoiding 1,100 miles of the worst roads on the American continent; announcing at Seattle that they would not continue as contestants. The Moto Bloc quit at Cedar Rapids, Iowa; the Sizairo Naudin at Red Hook, New York.

4,400 Miles from Seattle to Valdez and return by water; compelled to go to Alaska to comply with official route, but found it impracticable and returned; other cars sailed from Vladivostok before our return, being 17 days at Vladivostok for repairs and renewals.

4,285 Miles from Seattle to Yokohama.

350 Miles across Japan. The roads were so narrow on the mountain that only a few inches were left between the wheels and the precipices and mountain ravines, and the car had to be lifted around the curve at times.

8,280 Miles from Vladivostok to Paris covered in 49 days running time. Average daily mileage 169 miles. At Vladivostok one of the competitors cornered all the gasoline detaining the Thomas car three days—a striking contrast to the American sportsmanship as shown by the Thomas crew which was detained quite a while pulling the Protos car out of the mud.

450 Miles traveled on ties between Vladivostok and Harbin, which were wide apart and unballasted, the car having to run fairly fast to keep the wheels from locking between the ties on the outside of each rail, the road being narrow gauge, a most fearful bumping and jolting test to men and machines.

72 Days in trackless Siberia, carrying sometimes two barrels of oil in addition to load which frequently exceeded 800 pounds. The roads of Siberia are too narrow for the tread, and at no time was the car in the track. The privations were awful, poor food, no water, and only five nights in bed during the entire seventy-two days.

WE ARE SHOWING IN OUR GARAGE A CAR OF THIS SAME MODEL, AND WILL BE PLEASED TO GIVE A DEMONSTRATION OF IT TO ANY POSSIBLE PURCHASER. WE ARE DESIROUS OF PROVING THE CLAIMS OF THE MAKERS TO SUPERIORITY. IT'S THERE, THE EQUIPMENT OF THE THOMAS IS PERFECT. IT RIDES WITHOUT A JAR. ITS NAME SPELLS PLEASURE AND SATISFACTION.

We have just received one of the small 6 cylinder, seven passenger THOMAS FLYERS; a car which, at \$3,000 offers all the advantages of a \$5,000 car. We will be pleased to give a demonstration. Arrangements may be made at any time.

Strictly High Class in Every Detail

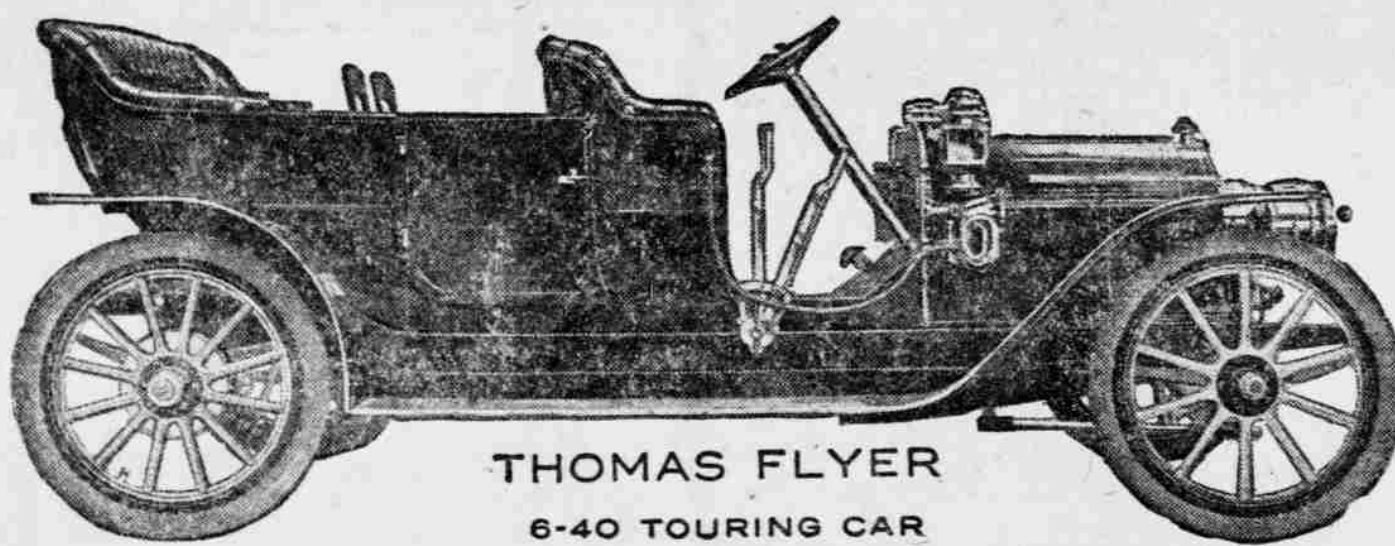
In no sense is the 6-40 Thomas Flyer a cheap car. It is the other extreme.

In addition to the great advantage of ball-bearing, six-cylinder construction it includes the most expensive features conducive to reliability and comfort, which are usually found only on \$6000 cars.

Two entirely separate and distinct ignition systems; Sims-Bosch magneto and Atwater-Kent timer for easy starting and reserve ignition; two sets of spark plugs.

36-inch wheels and tires; low center of gravity.

3-disc clutch, encased in oil; patented.



The von Hamm-Young Co., Ltd.
ALEXANDER YOUNG BUILDING

Double elliptic springs.
122-inch wheel base.
Gas and oil lamps.
Prestolite tank.
Hand-hammered aluminum body; seats six looking forward; most beautiful and luxuriously upholstered and finished.
Body practically suspended between axles. The modern style.
Transmission on floating type rear axle.
Drop frame. Herring-bone gears for quietness.
18-inch steering wheel; ball-bearing knuckle, exceedingly easy to steer.
Fan on fly wheel. Four brakes. Three point motor suspension; aluminum hoods and fenders; geared lubricator.